



# Foxton-Shelford

**Enhanced Local Representative Groups  
(ELRGs)  
Round #1 Meetings**

**Wednesday 21 May 2025**

# Agenda

- 1 Housekeeping
- 2 Actions from the last meeting
- 3 Project updates
- 4 Revised groups
- 5 Terms of Reference
- 6 NSC summary - Area manager
- 7 Discussion, Q&A

# Housekeeping

- In case of a fire, follow the EWR Co team to the muster point
- Please use a name badge
- Before speaking for the first time, please introduce yourself with your full name and who you're representing
- Please be mindful and respectful when others are speaking
- A copy of the slides and notes will be available on the community hub following this meeting



# **Review of Actions From Previous Meeting**

# Review of actions

Action ID	Action detail	Outcome / Status
Action 1	EWR Co to circulate presentation slides to attendees.	Slides along with a link to the recording was emailed to members shortly after meeting.
Action 2	EWR Co to investigate the possibility of sharing the names of the Ward councillors and planning officers that have been engaged with.	Due to GDPR we are not able to share this information.
Action 3	EWR Co to respond to request for an onsite visit to discuss the proposed pedestrian bridge at Hauxton Road level crossing.	Jonathan Cornwell and Adam Kotulecki met with Cllr Andrew Hawthorn 9 January on site - post-meeting clarification was including in the meeting summary note
Action 4	EWR Co to answer whether it would be possible to put the rail line through a tunnel at the current Station Road level crossing and have the road remain open.	This was noted and comments were passed onto programme manager. Feedback is being triaged, and further updates will be provided at statutory consultation.
Action 5	EWR Co to answer whether the footbridge or the path alongside the new road at Hauxton is longer.	Under the current shared designs, the path alongside the new road is slightly longer - more detail on this will be shared at statutory consultation.

# Project Updates

# Project Updates

**Multi-billion-pound investment secured as Universal theme park and resort set to be built in Bedford, bringing thousands of jobs**

- We are engaging with Universal to determine the potential implications of the park for EWR's proposals and for the wider network.
- It has yet to be confirmed what the park/resort may mean for service levels on the MVL or for individual stations.
- We are committed to maintaining close contact with all involved parties including Universal, Network Rail and the Department for Transport to ensure accessibility and connectivity is a core element of the planning process.



# Project Updates

**Chiltern Railways announced as operator for the first stage of East West Rail.**

The Transport Secretary has announced the operator for a new set of rail services along the Oxford-Cambridge Growth Corridor.

- A total of 45 apprentice train drivers have been hired and trained by Chiltern Railways.
- Additional facilities for driver accommodation at Bletchley have been delivered where a new driver depot will be based.
- An additional 30 employees have been hired by Chiltern Railways to support the delivery of the project.

**Chiltern Railways will launch services later this year which will connect Oxford, Oxford Parkway, Bicester, Winslow, Bletchley and Milton Keynes Central.**





# Project Updates – Ground Investigations



# Project Updates – Ground Investigations

- Phase 1 ground investigations for East West Rail started in February and are well underway.
- It's expected to take around four or five months to complete.
- To find out important information about the soil, rock and groundwater; design EWR in a responsible and environmentally sustainable way; and reduce project costs, construction risks and land take.
- Work ranges from boreholes dug using a drilling rig (typically to a depth of 10m) to trial trenches dug using an excavator (typically to a depth of 5m).
- We are keeping MPs, local authorities and parish councils updated about when we will be in their area.
- A poster provides communities with a link to information on our website and contact details for queries.
- We're working hard to make sure any possible disturbance is kept to a minimum and our contractors follow robust health and safety procedures.
- Working hours are 8am to 6pm, Monday to Friday.

Following feedback from the **LA Forum and ELRG** meetings we took away the suggestion to liaise directly with any residents who are in close proximity to the sites where we are carrying out ground investigations for East West Rail

We will now be putting a leaflet through the door of any properties immediately adjacent to these sites, or who could be impacted in some way by any GI works

In addition, we will continue to email all parish/ward/town councillors as per our usual channels, providing regular updates and a poster to share with communities to provide contact details and a link to our website for more information [East West Rail | Ground Investigations](#)

# Work happening in your area

**You may see our contractors in the area as we continue ground investigations for East West Rail (EWR). This work is crucial to help us understand the soil, rock and groundwater below the surface so that we can design the railway in a responsible and environmentally sustainable way.**

The team will be adhering to robust health and safety procedures and will work hard to minimise any disruption to communities.

**Get in touch**  
If you have any questions about ground investigations in your area, please contact a member of the EWR team:

✉ [contact@eastwestrail.co.uk](mailto:contact@eastwestrail.co.uk)

☎ 0330 134 0067



You can find out more about the type of work happening here and watch our video all about ground investigations at: [eastwestrail.co.uk/GI2025](https://eastwestrail.co.uk/GI2025)





To further increase awareness of our ground investigations we issued a press release with details of some of the interesting finds that have been discovered so far during our works including fossils and shark teeth

This generated a lot of media coverage in both local and national news outlets

In addition, we published a video on our website with our Geotechnical Engineering Specialist explaining the ground investigations process




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### Jurassic fossils found during East West Rail works



**Nature Notes**

#### Jurassic shark is found by railway

Shark's teeth dating back at least 145 million years have been discovered during rail work investigations.

East West Railway Company has begun the first phase of ground work between Cambridge and Oxford for the new railway.


Soil samples taken along the route unearthed the teeth which were over 145 million years ago as well as ammonites – marine creatures from as far back as the Jurassic era.

The Jurassic period – which was famously brought to life in cinemas with the series of *Jurassic Park* films about a safari park – spanned from approximately 201.4 to 145 million years ago.

Other fossils discovered from that era include ammonites, an extinct animal which scientists think resembled a shelled form of squid.

To place the discovery in context, homo sapiens are estimated to have appeared only 300,000 years ago.

#### Fossils found on railway route



# Habitats

	UKHAB/ INNS	April - September
	Hedgerow Surveys	April - September
	Natural Vegetation Classification	April - July
	Ancient woodland	April – May August - September

# Badgers

	Badgers – Bait marking	February - April
	Badgers – Initial Assessment surveys	All year round

# Riparian Mammals

	Riparian mammals - Otter	All year round
	Riparian Mammals – Water vole	April - September

# Terrestrial Invertebrates

	Terrestrial Invertebrates	April - October
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# Biodiversity

## Bats

	Bat structures – Ground Based Habitat Assessment	All year round
	Bat structures - Hibernation	December - February
	Bat structures – Emergence/ Re-entry	May - October
	Bat Trees - Habitat Assessment GLTA	All year round
	Bat trees – Climbing (active season)	April - October
	Bat trees – Climbing (hibernation)	December - February
	Bat trees – Emergence (NVA)	April - October
	Bat crossing points – IR/ Thermal imaging	April - October
	Bat Summer statics	May - October

## Aquatics

	Pond predictive system or multimetrics (PSYM)	June - August
	Macrophyte	June - August
	Fish	All year round
	White clawed crayfish	April - October
	Macrovertebrate	April - November

## Birds

	Kingfisher	All year round
	Breeding birds	February - August
	Non-breeding Birds	October - March
	Barn owls – Stages 1 & 2	All year round
	Barn owls – stage 3	June - September

## Arboriculture & Agriculture



**Agriculture – Farm  
business Interviews**

**All year round**



**Arboriculture – Veteran  
tree surveys**

**All year round**



**Arboriculture – BS5837  
Surveys**

**All year round**

## Air Quality



**Air Quality – Diffusion  
Tube monitoring**

**All year round**

## Cultural Heritage



**Cultural Heritage – non-  
intrusive surveys**

**All year round**

## Community



**Community Open Space  
Surveys**

**All year round**

## Noise & Vibration



**Attended noise  
monitoring**

**All year round**



**Unattended noise  
monitoring**

**All year round**



**Unattended Vibration  
Monitoring**

**All year round**

## Traffic & Transport



**Non-motorized user  
surveys (NMU)**

**March – July  
September - November**



**Automatic Traffic counts  
(ATC's)**

**March – July  
September - November**



**Manual classified turning  
counts (MCTCs)**

**March – July  
September - November**



**Car Parking surveys**

**March – July  
September - November**



**Station questionnaires**

**March – July  
September - November**



**Levels crossing surveys**

**March – July  
September - November**

## Water resources



**Groundwater Dependent  
terrestrial ecosystems**

**June – August  
December - February**



**Private water supplies**

**June – August  
December - February**

## Water Framework Directive



**WFD – Recon Survey**

**All year round**



**Fluvial Geomorphology  
Surveys**

**All year round**



**Ditch Condition  
Assessment**

**All year round**



**Modular River Surveys  
(MoRPh)**

**March - April**

## Landscape



**Summer Visuals**

**June - September**



**Winter Visuals**

**November - February**

## Intrusive Surveys



**Cable percussion borehole**

**All year round**



**Rotary borehole**

**All year round**



**Sonic borehole**

**All year round**



**Dynamic sampling**

**All year round**



**Cone penetration testing**

**All year round**



**Dynamic probing**

**All year round**



**Trial pit**

**All year round**



**Groundwater monitoring**

**All year round**



**Cultural Heritage – Intrusive Trial Trenching**

**All year round**



**Agriculture – Intrusive soil resource surveys (SRS)**

**All year round**



**Agriculture – Intrusive agricultural land classification (ALC)**

**All year round**



**Laboratory testing**

**All year round**

## Engineering



**Topographical Surveys**

**All year round**



**Walkover Surveys**

**All year round**



**Utilities - Ground Penetrating Radar surveys**

**All year round**



# Non-statutory consultation (NSC) next steps

- Feedback analysis is currently being carried out and being considered as part of design development, where possible.
- A **NSC summary document** was published on 16th May and provides a summary of how we delivered the consultation, who we heard from and the emerging themes from consultation feedback.
- This is a public-facing overview that updates stakeholders and the public about the facts of the consultation, providing a summary of how we delivered the consultation and who we heard from.
- The document is high-level, and it will not discuss outcomes or provide a response to the matters raised. Outcomes from how we have considered feedback will be provided in the **You Said, We Did** report published at statutory consultation.





# Emerging themes (route-wide matters)

## Growth opportunities



Respondents supported the project’s potential to boost economic growth, create job opportunities, and enhance regional accessibility.

Comments indicated that the railway is seen as a vital investment that will drive sustainable economic development and support the UK’s long-term prosperity. Community benefits and impacts.

## Community benefits and impacts



There was support for the potential community benefits that EWR would bring once in operation, noting better access to jobs, healthcare, education and recreational amenities by making it more convenient to travel between Oxford and Cambridge.

However, concerns were raised about potential disruption during construction, making it harder to access essential services and amenities and causing the loss of green spaces.

## Environment and sustainability



Respondents recognised our proactive approach to sustainable practices during the construction and operation of EWR. They supported our commitment to delivering a sustainable travel option, including our electrification plans, which aim to minimise our carbon footprint.

Concerns were raised about long-term environmental impacts, including the loss of green spaces and damage to the landscape and natural ecosystems.

Some comments urged us to continue exploring ways to further reduce environmental impacts, including eco-friendly construction methods and materials, wildlife corridors and tree planting to benefit the environment and screen the railway.

## Construction and logistics



Comments highlighted support for our commitment to minimising disruption during construction. This included our strategies for managing traffic and transport disruption, the use of dust suppression techniques and noise reduction measures.

Concerns were raised about the potential for prolonged disruption due to the length of the construction phase, including worries about noise, dust and pollution, as well as long-term damage to local infrastructure.

Additionally, there were concerns about the impacts on property values and local businesses during construction. Respondents emphasised the importance of using the railway for delivery of construction materials to reduce road congestion and related carbon emissions.

# Emerging themes (route-wide matters)

## Safety and accessibility



We received comments asking us to continue prioritising the safety and accessibility of local communities as our plans develop.

This included consideration for emergency access provision, first aid facilities, and clear channels for reporting problems during construction – as well as access and safety more generally for those who live close to line of route.

## Our consultation



Respondents supported our efforts to engage with local communities and other stakeholders. They appreciated the accessibility of the consultation, noting the various ways they could learn about our proposals and provide feedback.

They also highlighted the value of the online and in-person events for open communication and discussion.

Suggestions for improving the clarity and detail of our consultation material were shared and feedback noted that interactive elements and visual aids like maps, diagrams, and models were useful in helping people better understand our proposals.

Respondents also highlighted the importance of transparency in how consultation feedback is used. They requested clear communication on how feedback informs the decision-making process and timely updates on the changes influenced by this feedback.

## Traffic and transport



Responses highlighted EWR's benefits to regional connectivity between Oxford and Cambridge.

Respondents also recognised the benefits of EWR for transporting freight, particularly within the section of line from Oxford to Bletchley, emphasising the reduction in road congestion and pollution by moving freight from lorries to trains.

The importance of integrating public transport networks to access stations and for onward travel was emphasised, such as enhancing pedestrian and cycling infrastructure. Concerns were raised about traffic disruption and the impact on public rights of way during construction.

## Land and property



Feedback acknowledged that EWR could drive up local property values, especially in areas like Bicester and Cambourne thanks to improved connectivity and better access to public transport.

The potential for new housing developments near railway stations was also mentioned, which could address local housing shortages and stimulate economic growth.

Other responses raised concerns about the demolition of homes and the visual impact of EWR. Specific concerns about demolitions were raised in areas such as the Poets area in Bedford, Highfields Caldecote and villages along the route such as Clapham, Ravensden and Wilden.

# Emerging themes (route sections)

## **Roxton to east of St Neots**

Respondents felt that the new rail line should serve St Neots directly to benefit its residents and reduce car travel. Concerns were raised about impact on the environment, including noise pollution and the visual impact of the proposed rail line, especially elevated sections and viaducts.

## **Croxton to Toft**

Concerns were raised about the impact on legally protected species such as Barbastelle bats. Concerns also highlighted the impact on local communities, including the potential for increased traffic, noise and disruption to daily life.

Comments were made about the proposed location of the Cambourne station, with suggestions for better integration with existing transport infrastructure and improved accessibility for residents; there were concerns that the proposed station would be too far from the center of Cambourne.

## **Comberton to Shelford**

Comments were made about the proposed tunnel through Chapel Hill, which people felt are disruptive to the landscape and local wildlife in Haslingfield, as well as the embankment height and visual impacts. Concerns were also raised about disruption in villages in the area from increased traffic and level crossing closures.

## **Cambridge**

Responses highlighted that additional tracks would be essential to accommodate increased rail traffic and improve service efficiency.

There was sentiment that services should always include Cambridge North to avoid unnecessary work on the Newmarket line and to potentially expand turnback facilities.

The turnback facility at Cherry Hinton was seen as beneficial to the East of Cambridge. Concerns were raised about the reconstruction of Long Road bridge, while some residents opposed the proposal, viewing it as primarily benefiting freight trains rather than enhancing the science and technology economy between Oxford and Cambridge.



# Emerging themes (route sections)

## **Oxford to Bletchley**

Concerns were raised about the closure of the level crossing in Bicester to motor vehicles. Respondents pointed out that closing the crossing and diverting vehicles onto already congested local roads would increase pollution and travel times.

Some responses also highlighted the impact of power compounds and passing loops between Oxford and Bletchley on the local area, including on listed buildings and the local environment.

## **Fenny Stratford to Kempston**

There was feedback on the proposed station concepts for the Marston Vale Line, which includes the consolidated stations option. Comments were made about potential station relocation and station closures and the impacts these could have on local residents, including increased traffic if stations are closed.

Comments were also made about level crossings, with many responses advocating for replacing level crossings with bridges or underpasses to improve safety and reduce traffic congestion.

## **Bedford**

Concerns were raised about the impact of construction, particularly the realignment and reconstruction of major roads and bridges in Bedford, which respondents expected to cause severe traffic issues and prolonged disruption.

The construction of a viaduct over the River Great Ouse floodplain also raised environmental concerns.

The demolition of homes in the Poets area was seen as an issue, and concerns were raised about compensation for affected residents, including those in the Poets area. Some responses highlighted that an alternative route to the south would avoid the demolition of homes and the need for extensive construction in Bedford.

## **Clapham Green to Colesden**

Comments highlighted the negative impact on the environment, with responses suggesting alternative routes that respondents feel would be less environmentally damaging and more cost-effective. The location and size of construction compounds were mentioned, with concerns about their impact on local communities and the environment.

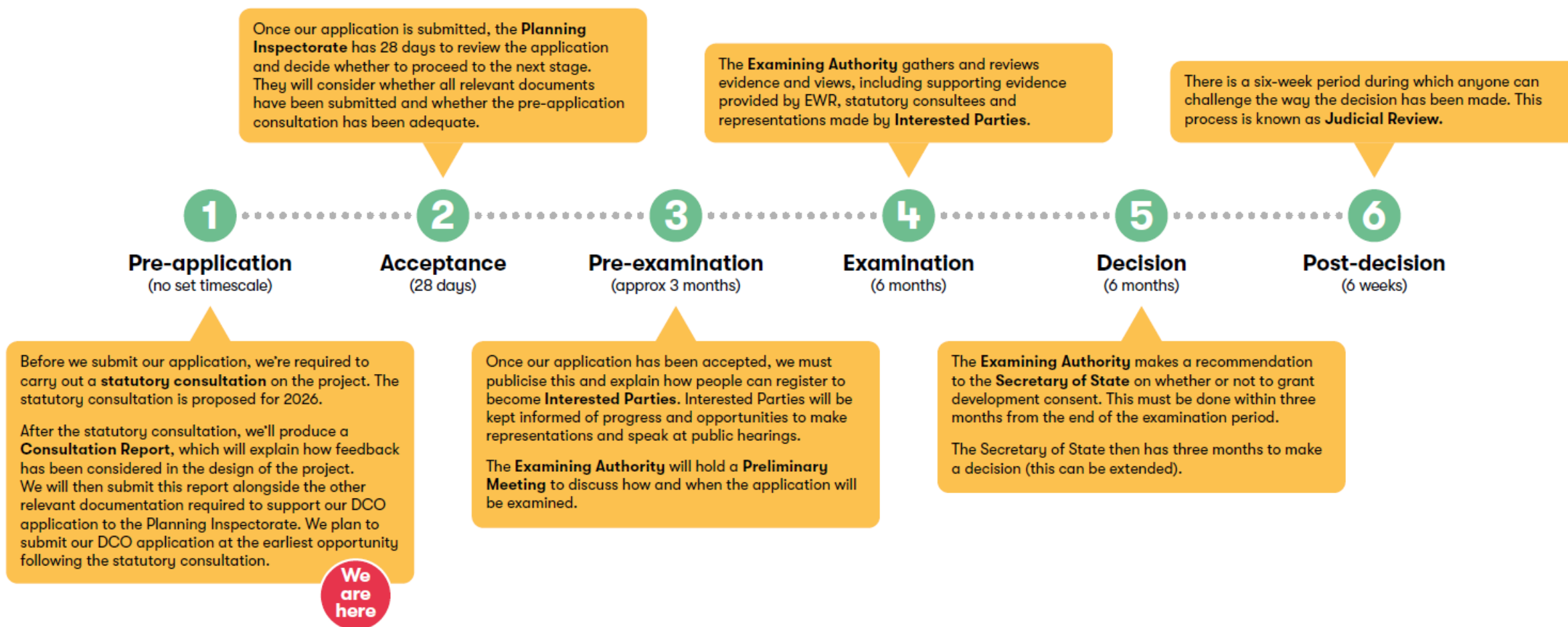
# You Said, We Did report

- We will be publishing a 'You Said, We Did' report at our statutory consultation
- This will:
  - summarise feedback received to closed and open-ended questions in themes
  - evidence how the project has considered or is considering this feedback as part of design development, including reference to areas where feedback has influenced changes

## 03. Environment

3.1 You said:	3.2 We did:
<p><b>"We are concerned about the impact of this project on the environment."</b></p> <p>You told us for all routes there is the potential for our proposals to impact on wildlife and biodiversity, the rural countryside, heritage assets and landscape character.</p>	<p>We're committed to protecting the environment by finding ways to deliver the railway that avoid, minimise or mitigate negative environmental impacts. As part of this, we have committed to delivering biodiversity net gain - leaving the environment in a better state than we find it. For instance, we are committed to enhancing habitats for wildlife where possible. We are considering the impact on all environmental factors including agricultural resources, heritage assets, communities, water courses, environmentally significant sites and species.</p> <p>To help local communities learn more about the many environmental features that we consider when developing proposals, we took the unprecedented step of publishing an interactive environment map. This map was built using open source environmental information from independent organisations and identifies features such as flood plains and key wildlife habitats. We have also begun an extensive series of land surveys to help us better understand environmental factors that need to be considered. You can view the map on our website.</p>
<p><b>"Route E has the least impact on biodiversity and specific species."</b></p> <p>Many of you told us that route option E is preferred as it avoids important environmental assets.</p>	<p>Route option E, which we subsequently identified as our Preferred Route Option, gives us the greatest opportunity to avoid the most environmentally challenging areas and potential direct impacts on irreplaceable or sensitive environmental features, including heritage assets, with good opportunities to achieve biodiversity net gain. This route allows us to avoid environmentally significant sites, especially areas of ancient woodland, sites of special scientific interest and registered parks and gardens. This allows us to mitigate potential impacts in a more straightforward and cost-effective way.</p>

# The DCO Process: Timeline



# Key Principles of the DCO Process

## The DCO process is:

- Open and inclusive;
- Allows stakeholders to have their say at every stage;
- Procedurally driven; and
- Largely a written process.
- You can watch our previous deep dive on the DCO process [here](#).



# Revised Groups



# Revised groups – Foxton to Shelford

The Group will have the opportunity to discuss the proposals for this area covering sites including the new grade separated junction connecting the East West Rail route to the existing national rail network near Harston, impacted level crossings and highways, the River Rhee crossing, and alterations to the existing Royston and West Anglia Mainline.

# Parishes and wards – Foxton to Shelford

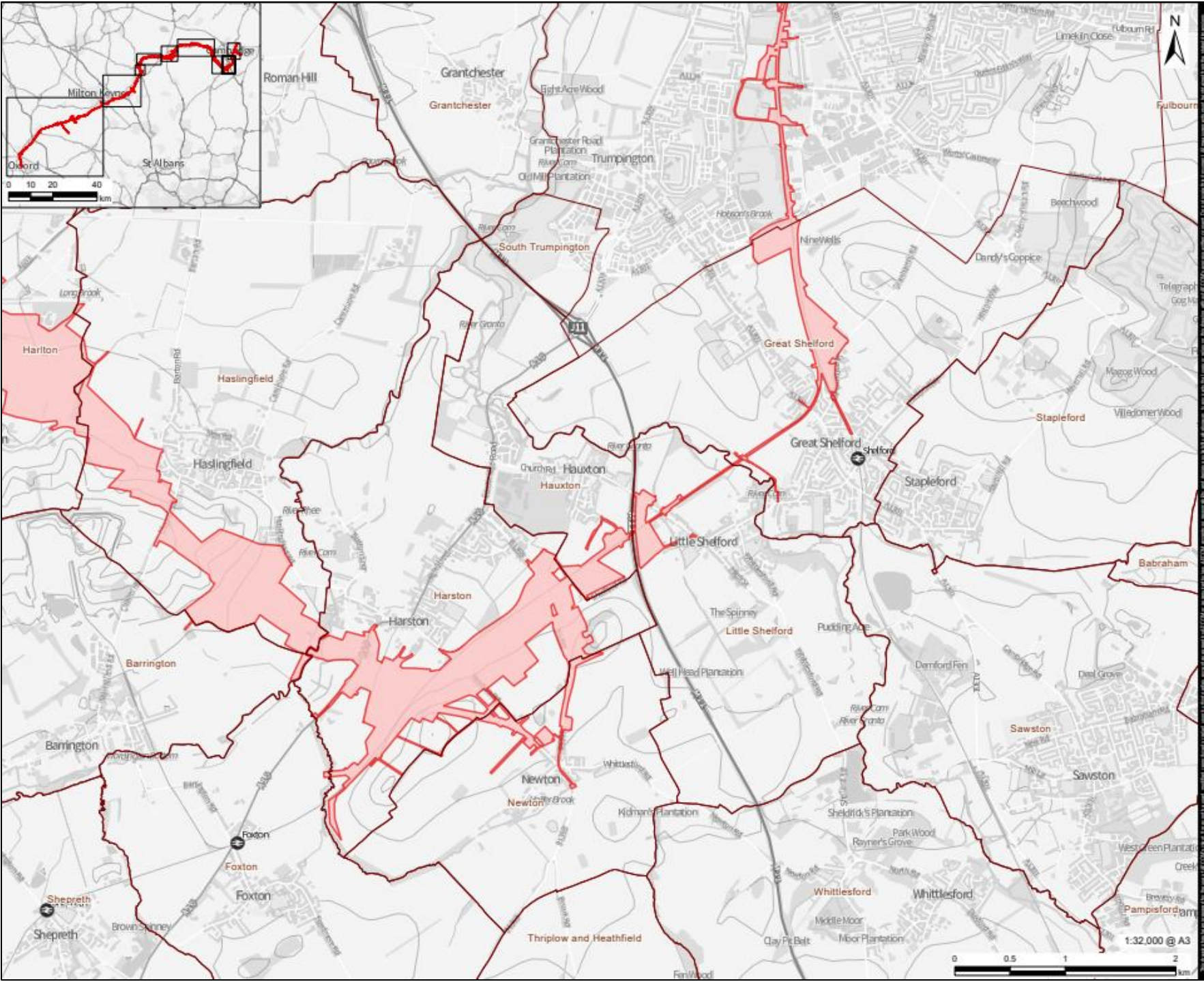
## Parishes represented

- Foxton
- Great Shelford
- Harston
- Hauxton
- Little Shelford
- Newton

## Wards represented

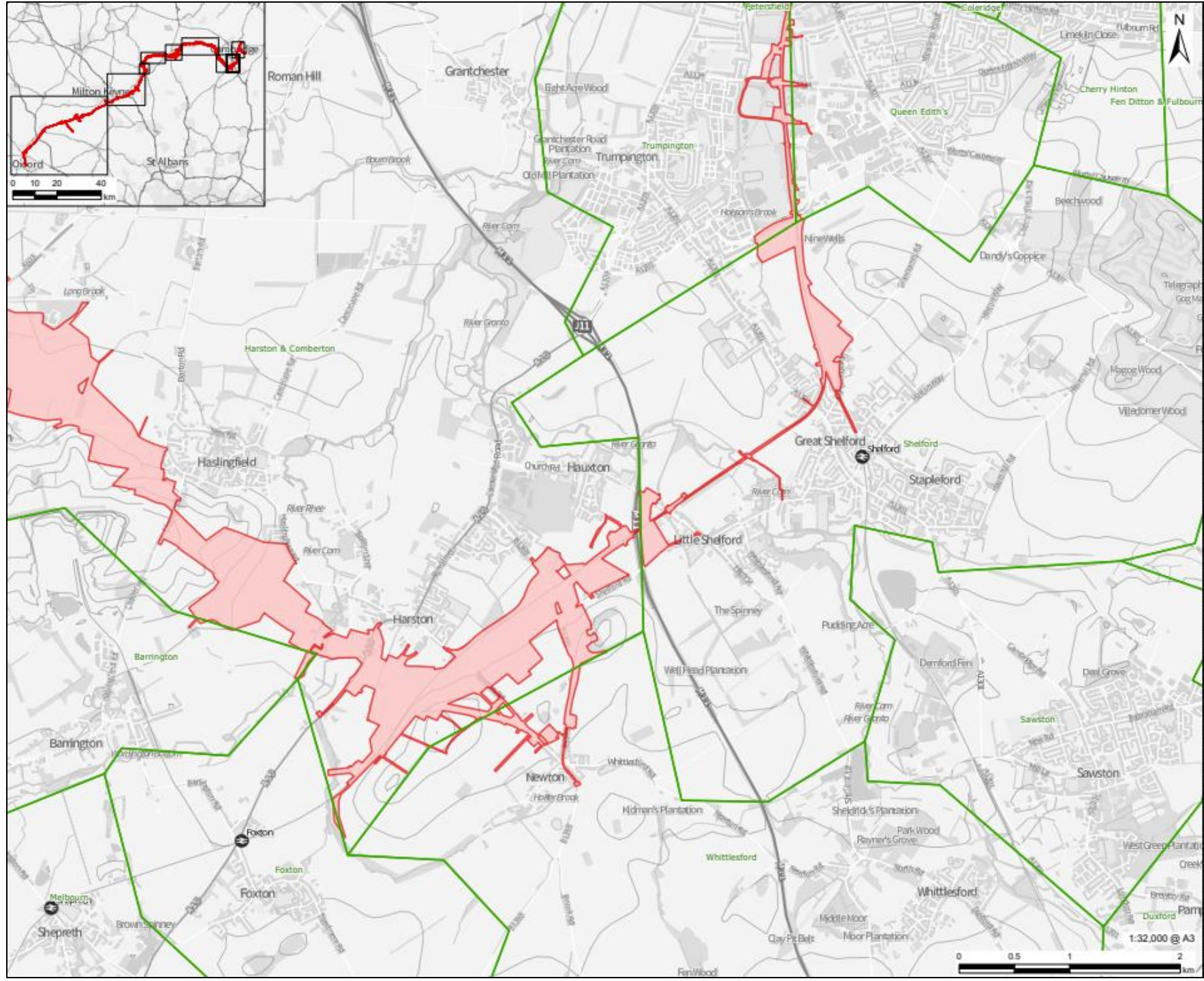
- Duxford in Cambridgeshire County Council
- Foxton in South Cambridgeshire District Council
- Harston & Comberton in South Cambridgeshire District Council
- Sawston & Shelford in Cambridgeshire County Council
- Shelford in South Cambridgeshire District Council
- Trumpington in Cambridgeshire County Council
- Whittlesford in South Cambridgeshire District Council

# Parish map- Foxton to Shelford



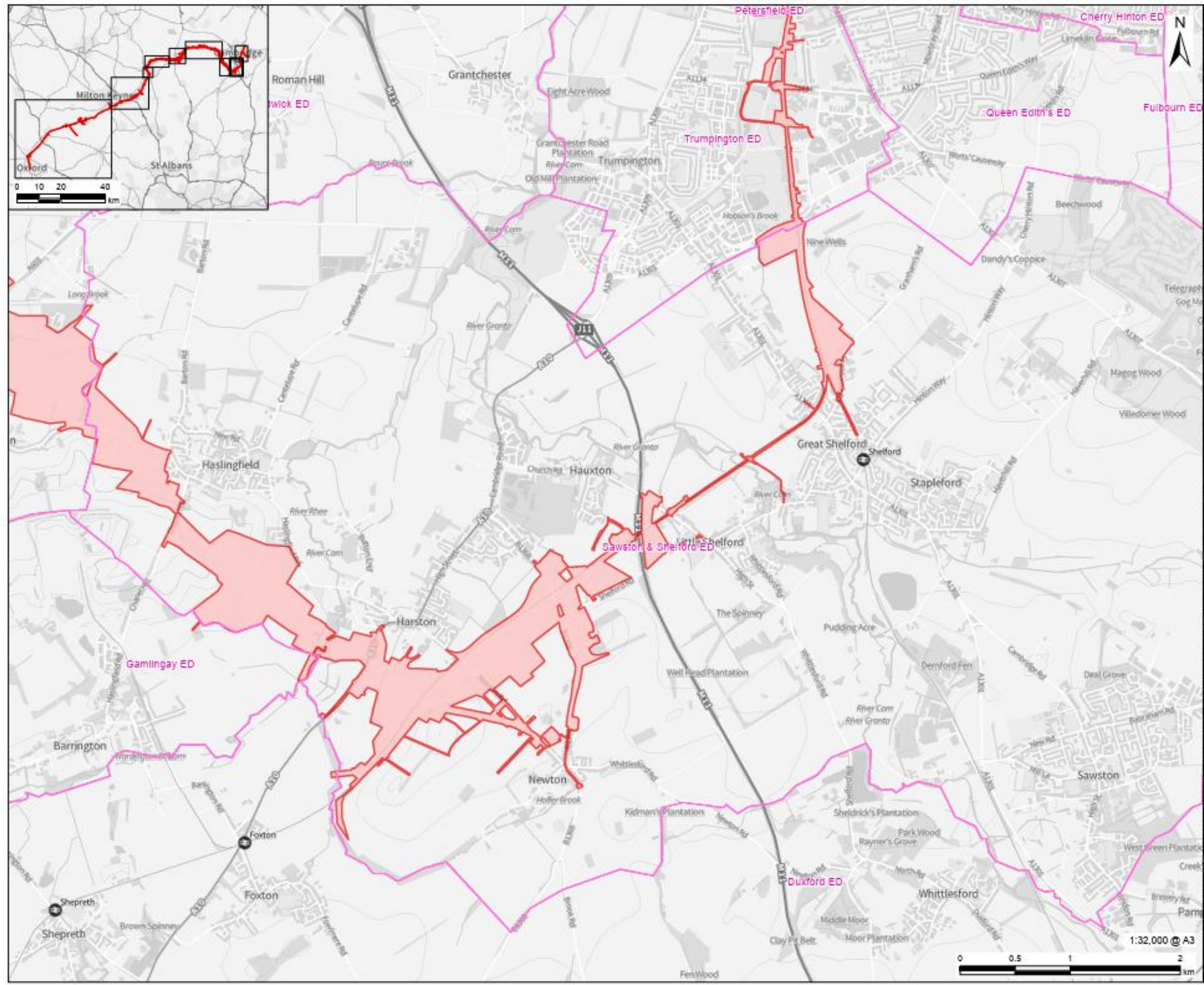


# Ward map- Foxton to Shelford





# Division map- Foxton to Shelford



# Terms of Reference

# Terms of reference

## What are Enhanced Local Representative Groups?

- As part of our commitment to effective community engagement and communication, we have recently restructured the LRGs to more closely reflect the section areas presented at the most recent consultation. As a result, there are now Enhanced LRGs and a Community LRG.
- The Enhanced LRGs are made up of those wards and parishes which fall within the red line boundary (the draft Order Limits) and will allow for more focused and effective communication and collaboration between EWR Co and local stakeholders.
- The Group will meet throughout the planning, building, and running of the new railway and will offer an open forum for discussions – a place to share information and have two-way conversations about any issues affecting the local community.
- EWR Co will listen and carefully consider all opinions and as well as answering questions, we will bring any supporting information that will help the conversation.

## Who can join this Group?

- Parish and Town Councils – One representative from each Parish or Town Council.
- Local Authority Councillors – Representatives of the Wards and Electoral Divisions.
- EWR Co – We will provide relevant specialists and representatives to attend meetings. We will also open and close meetings and ensure they run effectively.
- We will also be keeping the following people informed about the Group and send them the agenda and other supporting materials
  - Members of Parliament (MPs)
  - Leaders of unitary councils/county councils/district councils
  - CEOs of unitary councils/county councils/district councils

## How many Local Representative Groups are there?

- There are nine Enhanced Local Representatives Groups across the route, stretching from Oxford to Cambridge. You can find more information about the Foxton to Shelford Enhanced LRG Group [here](#), including a map and the Parish and Ward Membership list.

# Terms of reference

## How often will we meet and through what format?

- The Group will meet four times a year. The frequency of additional meetings will be dependent on the topics and information needed to be discussed.
- Meetings will be held in-person where possible.
- Meetings will start at 5:30pm/6:00pm/7:00pm where possible.
- Dates will avoid public holidays, school holidays and half terms, as well as local elections or Council's meeting dates where possible.
- Meetings will start with standing items followed by more in-depth discussions on selected topics.

## Who will manage the Group?

- East West Rail will provide administrative support. This will include organising meetings, providing agendas and materials, as well as compiling all meeting notes.

## Is there a code of conduct?

- Yes, it is important that the Group always treat each other with courtesy and respect. We want everyone to be able to speak freely and honestly.
- We encourage all members to disclose any roles, employment, memberships or affiliations to other organisations, charities or groups that could result in a conflict of interest for them.
- Members should not act, in or out of the meetings, in a way which could disrupt the running of the Group— or restrict attendance by any members.
- If anyone does not follow these guidelines, they may be suspended from the Group or removed. This decision would not be taken lightly and would have to be agreed by the Group, or by the agreement of EWR Co.

## How will any disputes be resolved?

- If an issue arises resulting in disrespectful behaviour, or if discussions are not making headway, the EWR Co Manager may call for the meeting to move on or end. They will then look to resolve any outstanding issues in another forum.

## Where can I find information about the meetings?

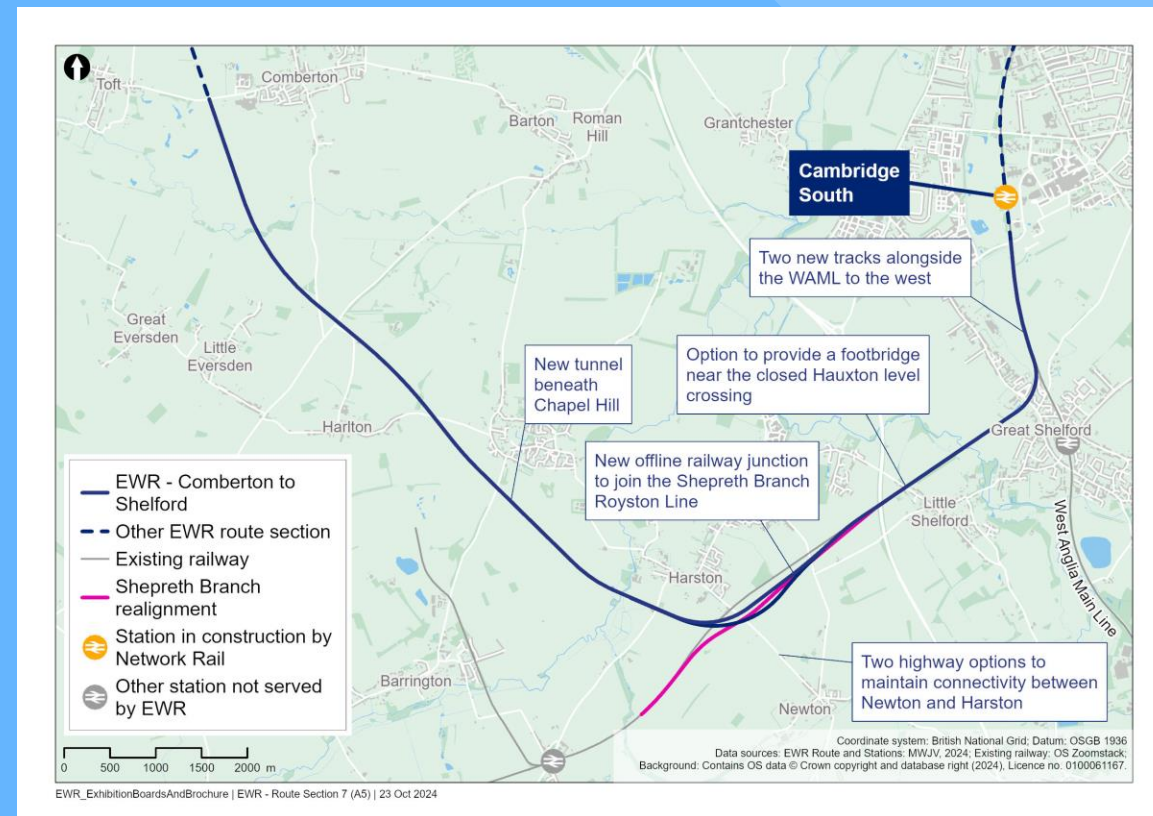


# **Route section: Foxton to Shelford**

# Route section 7: Comberton to Shelford (continued)

A summary of work proposed between Harston and Shelford includes:

- Realignment of the A10 onto a bridge over the new railway
- Construction of a grade separated junction (referred to as Hauxton Junction) and realignment of the Shepreth Branch Royston Line, south of Harston
- Construction of passing loops at Hauxton junction
- Modifications to Shepreth Junction and construction of two new tracks alongside the existing WAML (*N.B. Shepreth Junction will remain at-grade*)
- Closure of level crossings in the Harston and Hauxton area



Route section 7: Comberton to Shelford

# Update on changes since NSC



Change/ no Change/ in progress	General location	Summary of change
Change implemented	Newton to Harston	Confirm Option 4 road alignment as single option design
Change implemented	Hauxton Junction	Reduced impact on farmers inc Hurrell
Change implemented	Newton to Harston	Re-alignment of road junction
Change implemented	R Fm UWC	Safety improvements to underpass
Change implemented	Ninewells	confirm new tracks to the west
Work in progress	Hauxton LX	Investigate alternative vertical alignment and VE design
Work in progress	Hauxton LX	Solution to maintain connectivity following closure of LX
Work in progress	General	Active travel

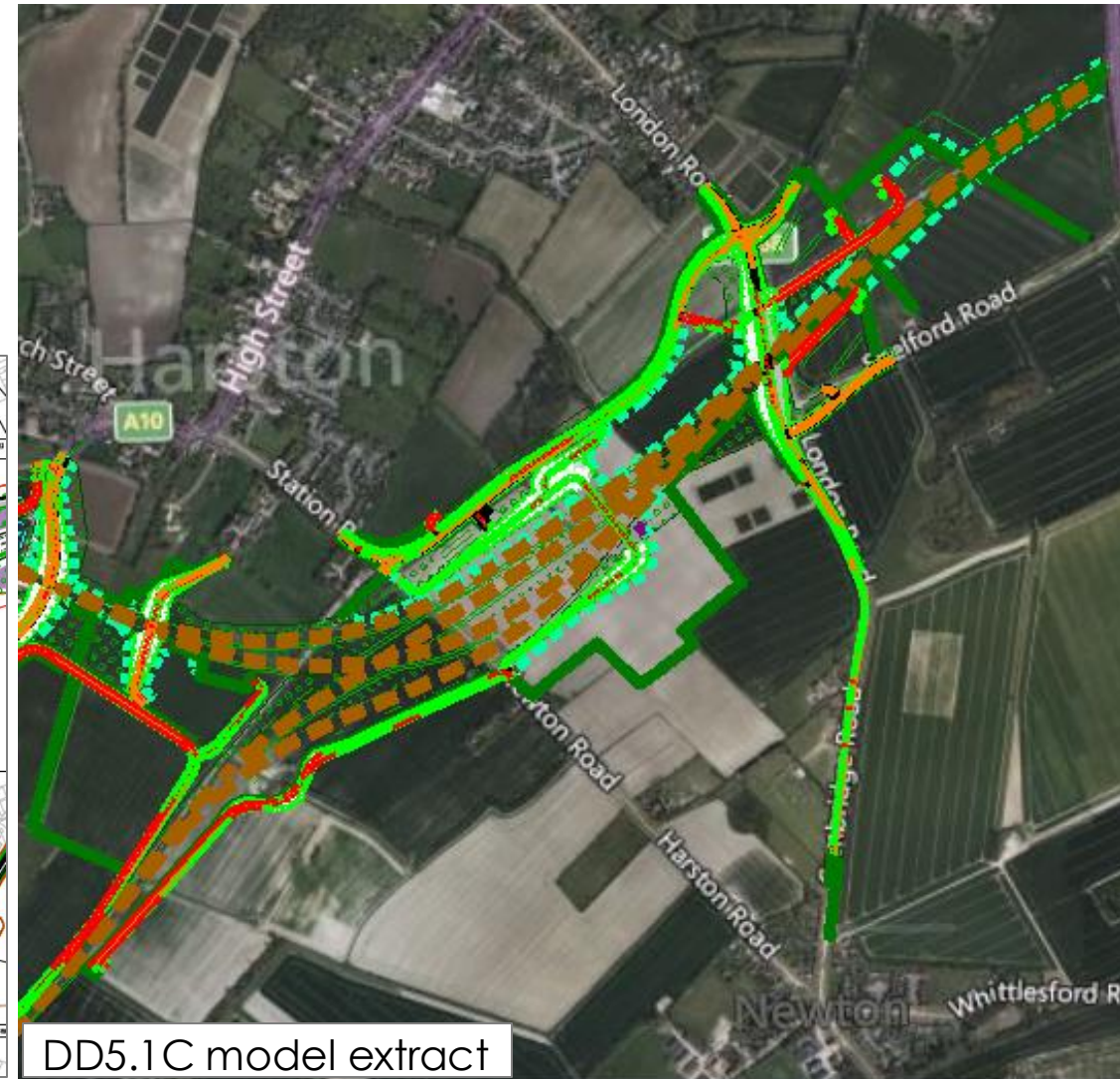
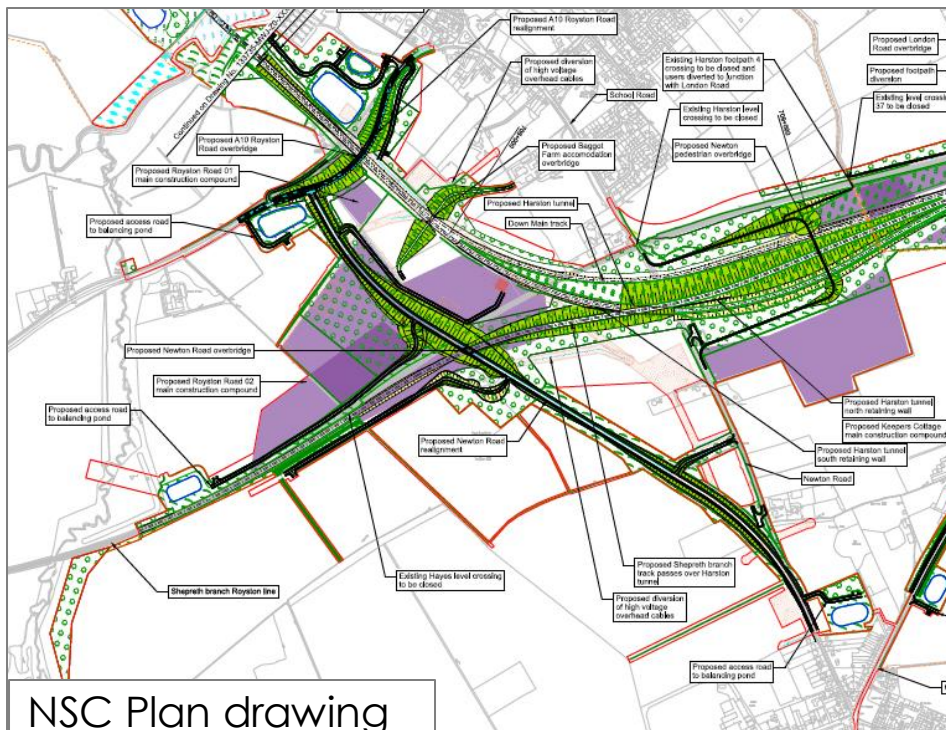




# Change implemented:

## Connectivity between Newton and Harston

- Confirm Option 4 as single preferred option
- Safer, more reliable journey time than option 1
- Provides better active travel connections than option 1 with links to Donkey Lane and into Harston



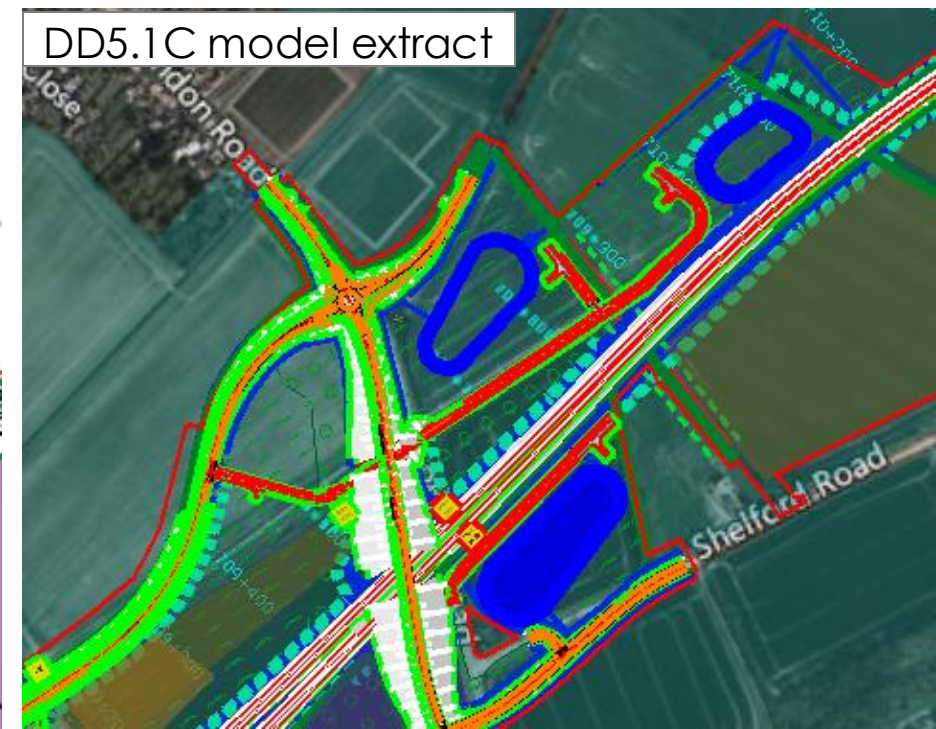
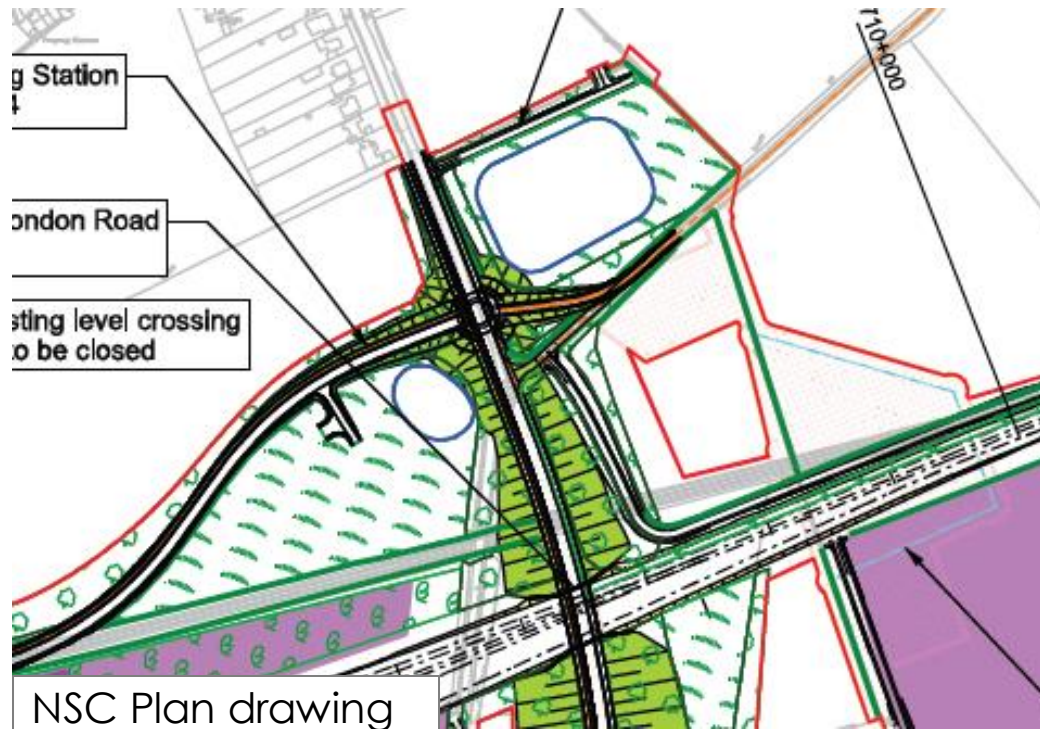


# Change implemented:

South of Harston– reduced impact on landowners



- Reduced impact on Hurrell farmer
- reduce land parcel severance and segregation/ protect/maximise land productivity
- Example below shows drainage pond moved as requested

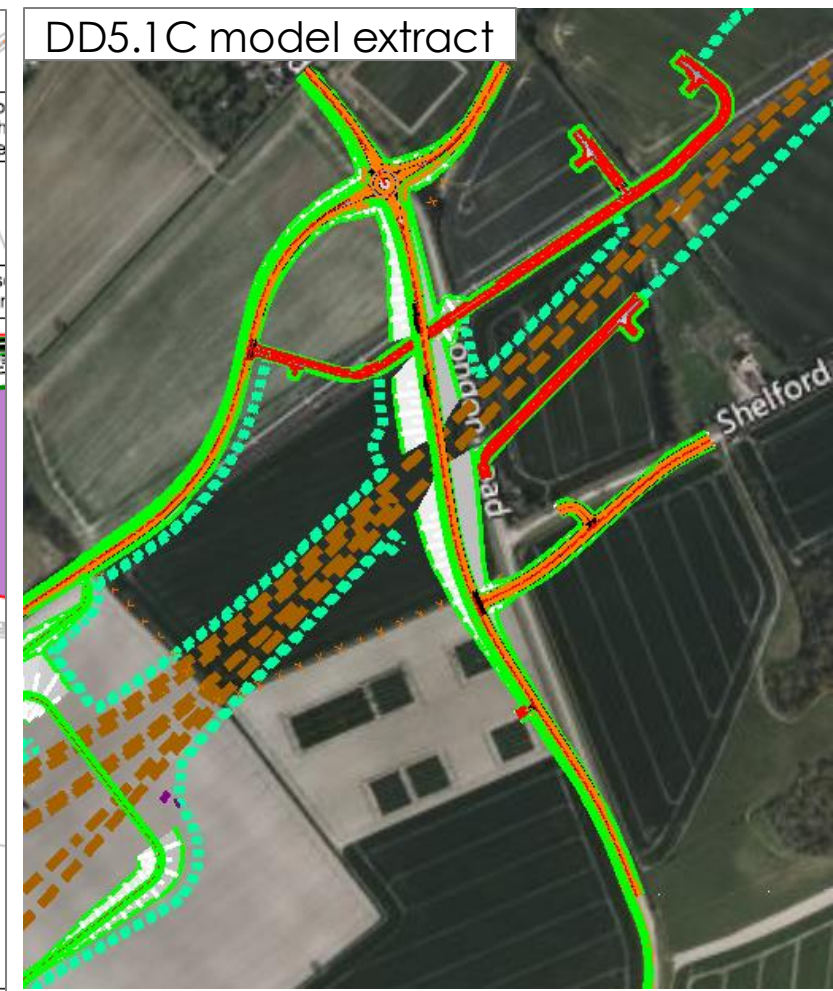
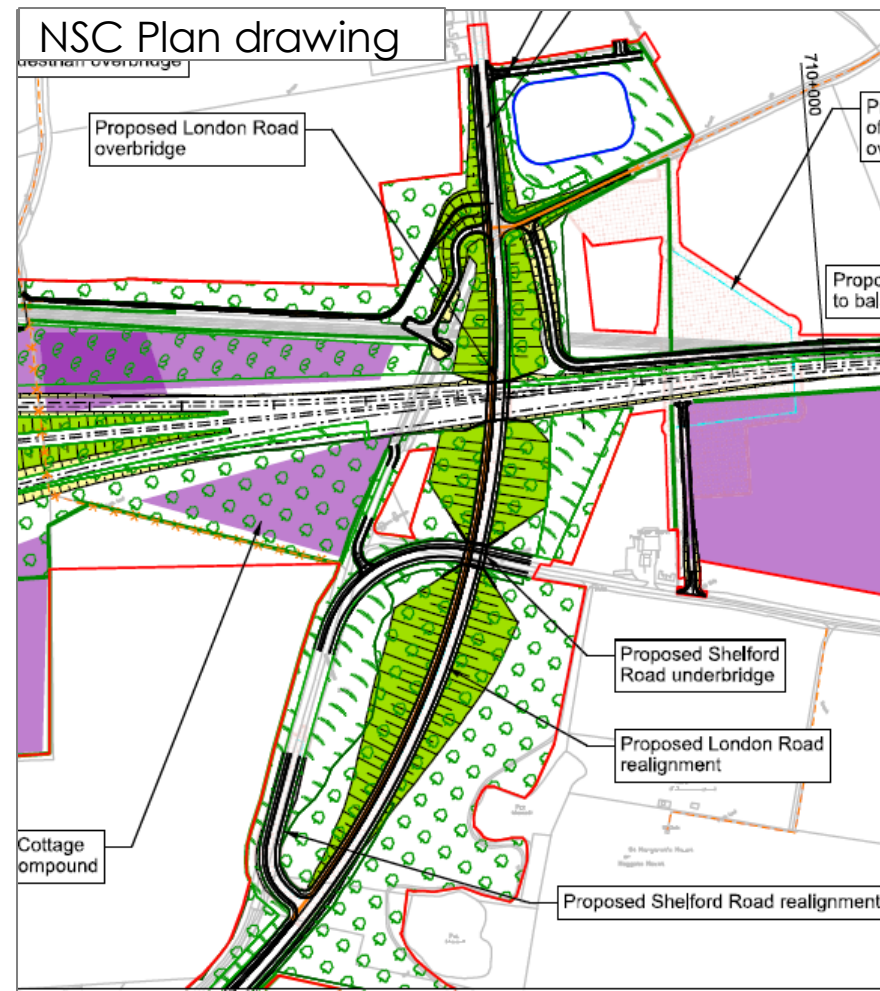


# Change implemented:

## London Road – re-alignment of junction with Shelford Road



- Reduced infrastructure and land take
- Simpler configuration
- Reduce distances between Shelford and Newton (from NSC)
- Reduced visual impact
- Removal of environmental mitigation/ land take





# Change implemented:

Rectory Farm – safety improvements to underpass **eastwest**  
RAIL

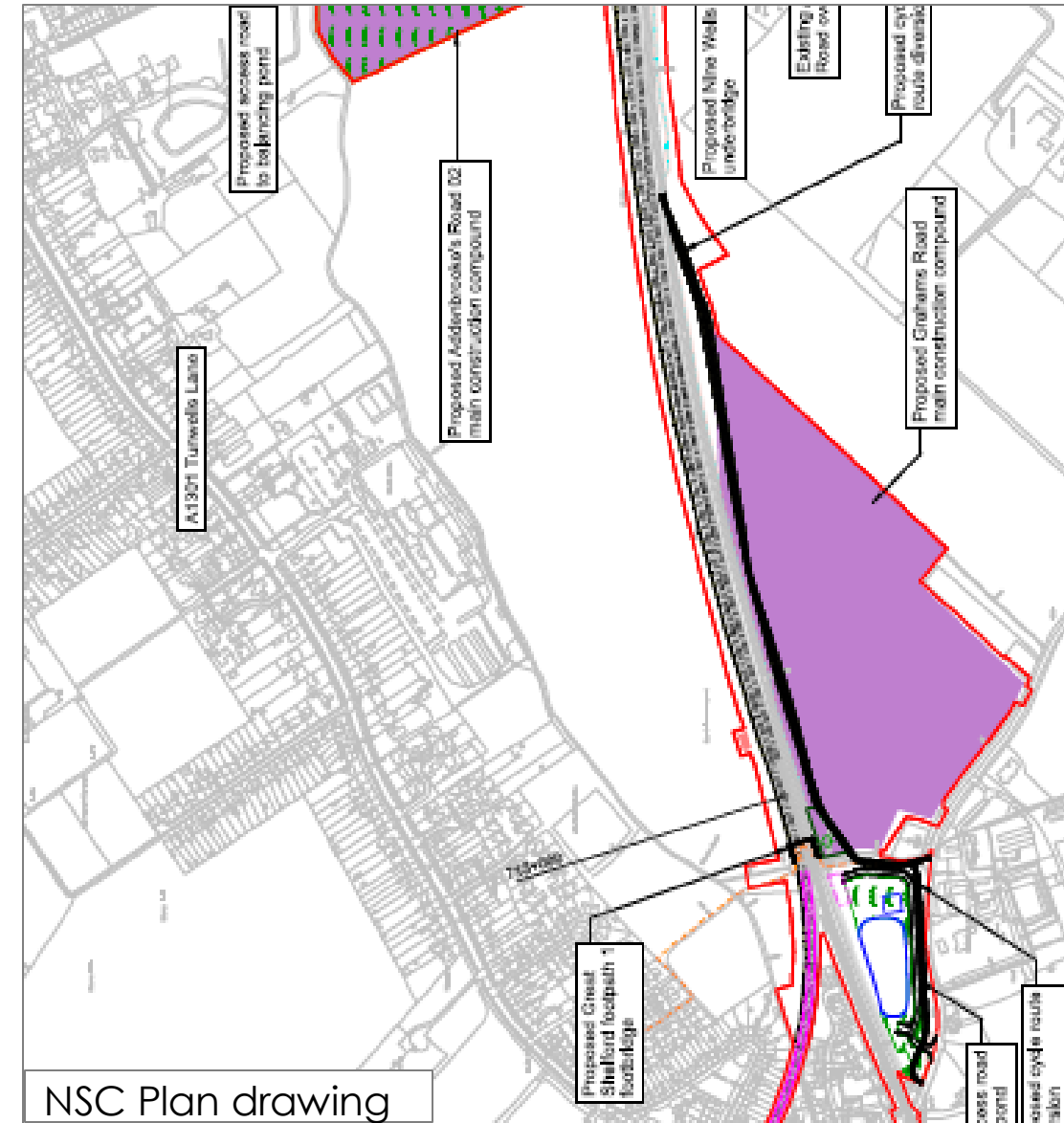
- Evidence of pedestrian trespass onto rail line when underpass flooded
- Drainage improvements to be implemented
- Reduce safety risk during wet weather
- Improves quality of active travel in the area



## Ninewells - confirm new tracks west of existing

**east west**  
RAIL

- Solution avoids direct impact with DNA path/ utilities/ CSET
- Solution avoids increasing proximity of railway operations to sensitive receptors within buildings on Biomedical Campus
- Design engineered to mitigate impact on Scheduled Ancient Monument site

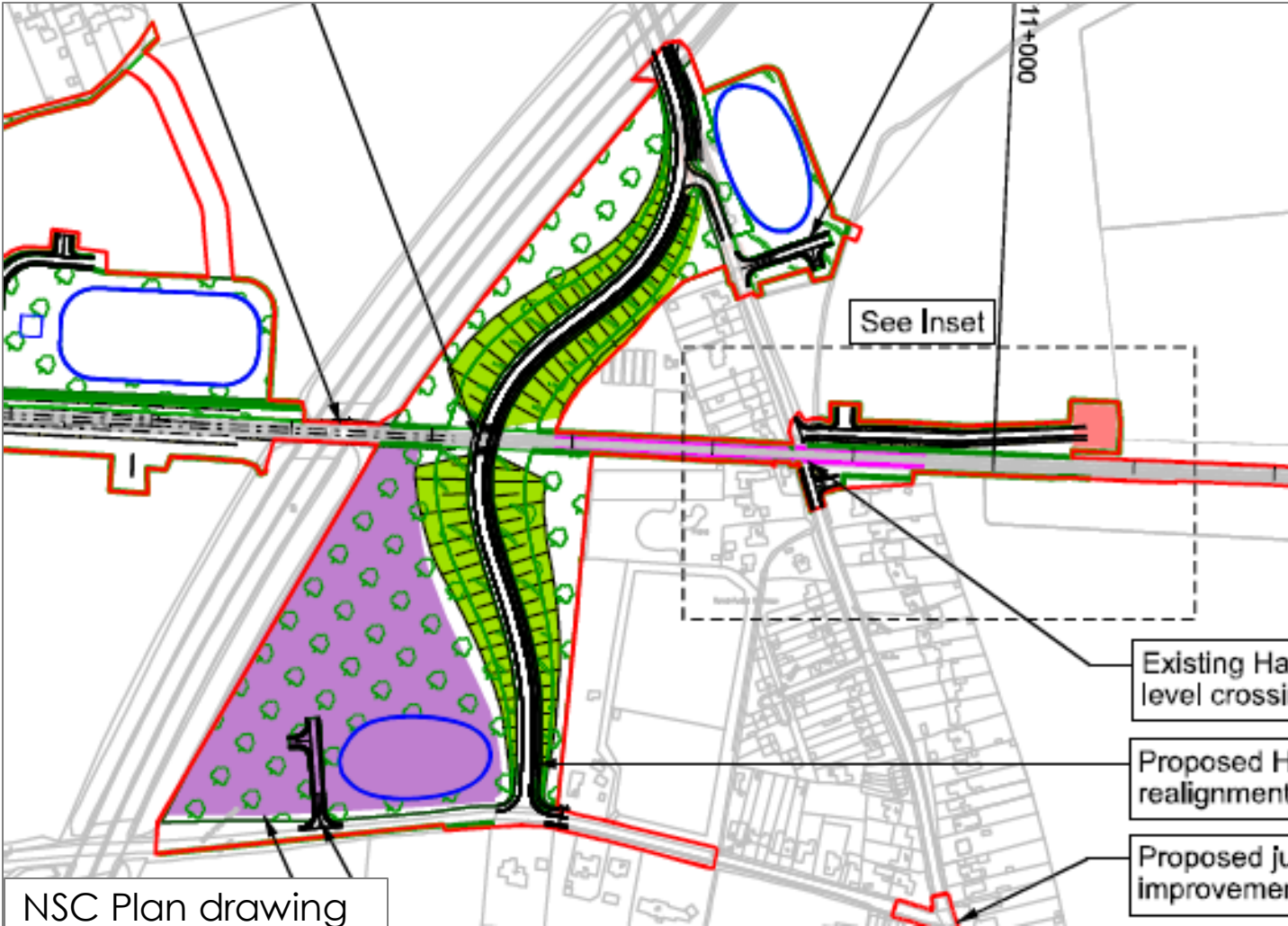


NSC Plan drawing



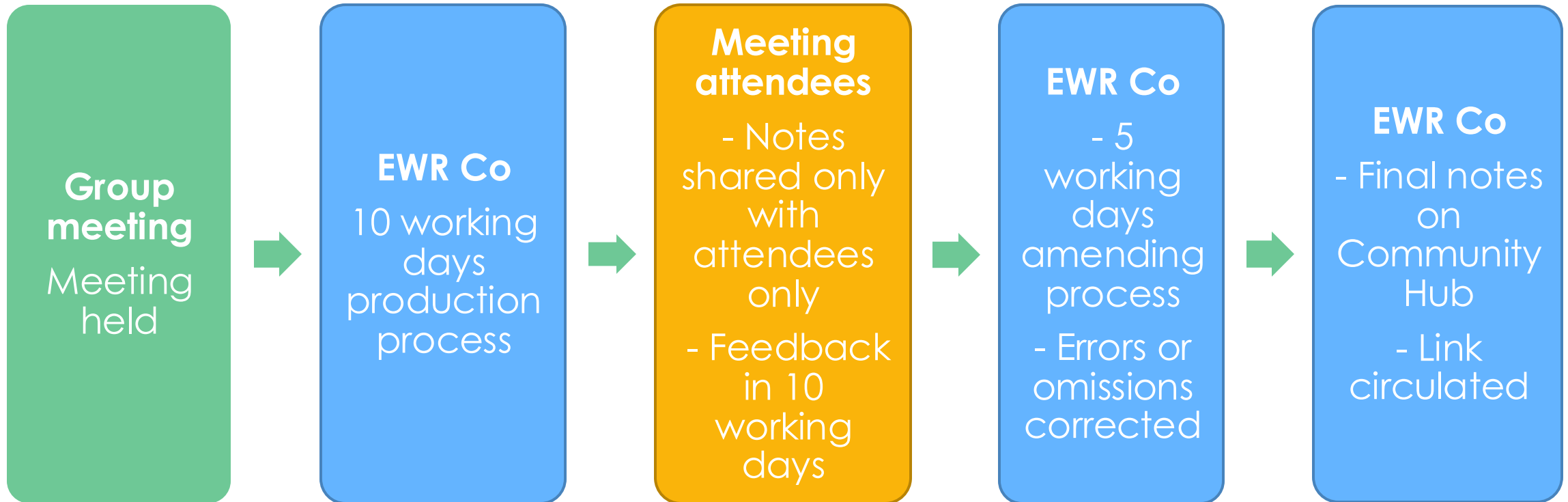
# Work still in progress

General location	Specific Location	Summary of work being assessed
Hauxton Junction	Junction and rail alignment	Investigate alternative vertical alignment, loop lengths, VE deisgn, compounds
Hauxton LX	Hauxton LX	Solution to maintain non-motorised user connectivity following closure of LX
General	Southern villages	Active travel interventions – multiple NSC responses



# Discussion, Q&A

# Creating meeting summary notes





# Thank you

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